

### Amendments to the Claims:

This "Listing of Claims" will replace all prior versions, and listings, of claims in the application:

1. (Twice Amended) A manually-powered scooter for transportation of and operation by a tall full-size human rider comprising:

a front wheel assembly having a rotatable front axle, a front wheel rim of about 20 inches in diameter, a front wheel suspension means disposed between said front axle and said front wheel rim, and a front wheel tire disposed around said front wheel rim for contacting the ground and steering the travel of the scooter, the axle mounting the front wheel thereto being slightly greater than about 10 inches from the ground;

a front wheel fork having a front right side member with an upper and lower end, and having a front left side member having an upper and a lower end, said front right side member and said front left side member being adjointed to each other at said top end of said front left and right side members, forming a fork assembly with said front wheel assembly being disposed between said front fork members and suspended by interconnection to said front axle;

a round substantially straight head tube having an upper end and a lower end, and being substantially hollow;

a T-shaped handle bar assembly having a left handle and a right handle, and [having] a round substantially straight vertical portion of suitable diameter [to be] rotatably received into said hollow head tube, the handle bar portion extending upwardly from said upper end of said head tube and said vertical portion extending through said head tube such that said front wheel fork is immovably affixed to said vertical portion of the handle bar thus allowing operator control of the rotated position of the front wheel fork and front wheel assembly;

a substantially straight round down tube descending diagonally from and rigidly affixed to said head tube and forming an angle of about 40 degrees with said head tube, said down tube having a lower end;

a first and a second square deck support members, said first and second deck support members being disposed substantially parallel to each other and spaced apart, said deck members being rigidly interconnected to each other to form an integral horizontal rider deck, said rider deck having a front end and a rear end and disposed in substantially parallel relation to and about between 4 and 5 inches from the ground, said rider deck front end being interconnected to said lower end of said down tube and forming an angle of about 110 degrees with said down tube to allow the front wheel fork assembly to descend at a close to vertical angle with and place the head tube well in front of the front end of the deck, the angular relationship enhancing the handling and maneuvering of the scooter at high and low speeds by reducing the tilt angle of the front wheel during turns and the likelihood during turning of the wheel that the taller rider's leg may come into contact with the turned front wheel;

a rear fork assembly comprised of two substantially parallel square members ascending at a front end of the fork assembly from said rear end of said rider deck at an angle of about 145 degrees and having a rear end of said rear fork assembly suitable for receiving a wheel axle; and

a rear wheel assembly disposed between said rear fork assembly members, said rear wheel assembly being comprised of a rotatable rear axle, a rear wheel rim having a diameter of about 20 inches, a set of rear wheel suspension spokes disposed between said rear axle and said rear wheel rim, and a rear wheel tire disposed around said rear wheel rim for contacting the ground and supporting the scooter, the rear axle mounting the rear wheel thereto being slightly greater than about 10 inches from the ground.

2. (Original) The scooter of claim 1 wherein said front wheel assembly and said rear wheel assembly is a bicycle-style high-pressure tire and wheel assembly.

3. (Original) The scooter of claim 1 wherein said head tube is constructed of chromalloy metal.

4. (Original) The scooter of claim 1 wherein said down tube is constructed of chromalloy metal.

5. (Original) The scooter of claim 1 wherein said deck support members are constructed of chromalloy metal.

6. (Original) The scooter of claim 1 wherein said rear fork assembly is constructed of chromalloy metal.

7. (Original) The scooter of claim 1 further comprising an accessory bracket mounted to said head tube.

8. (Original) The scooter of claim 7 wherein said accessory bracket is specifically adapted for receiving a removable basket accessory.

9. Canceled.

10. (Previously Presented) The scooter of claim 1, further comprising brake means for stopping the forward movement of the scooter, said brake means comprising:

a brake pad, said brake pad being positioned beneath said rear fork members for engagement with said rear wheel tire, and

actuating means for moving said brake pad from respective positions wherein said brake pad is engaged and disengaged with said rear wheel tire, said actuating means including a hand squeezable control disposed on said handle bar, and an actuator cable, said actuator cable extending from operable relation with said brake pad, under and along the rear fork assembly, under the rider deck, up the down tube, and into operable relation with said squeezable control.

11. (Currently Amended) A scooter for use by tall and heavy adult riders that propel the scooter with a leg, said scooter comprising:

- a steerable front and a fixed rear wheel, each said wheel including an axle, a wheel rim, and a tire disposed around the wheel rim for contacting the ground, said axles being about 10 inches above the ground ;
- a frame, said frame including
- a rider deck having forward and rearward end portions and extending between said wheels, said rider deck being spaced about 4 ½ to 5 ½ inches above and parallel to the ground when the scooter is in use,
- a hollow head tube having an upper end and a lower end,
- a down tube having an upper end rigidly affixed to said head tube between the upper and lower ends of said head tube and a lower end rigidly affixed to the forward end portion of said rider deck, said head tube forming approximately a 40 ° angle with said down tube and said down tube forming approximately a 110 ° angle with the plane of the rider deck, the angular relation allowing the front steerable wheel to be safely operated in turns at higher speeds of travel by maintaining near vertical relation of the front wheel with respect to the ground and inhibit the propulson leg of the rider coming into contact with the turned front wheel, and
- a rear fork assembly for mounting the rear wheel, said rear fork assembly being rigidly affixed to the rearward end portion of said rider deck and comprised of two substantially parallel rear fork members ascending

upwardly and rearwardly from the rearward end portion of said rider deck at an angle of about 145 ° to a horizontal plane including said rider deck;

means for steering the scooter, said means for steering comprising:

an elongated tube member having upper and lower ends and mounted for rotation relative to said hollow head tube,

a front fork assembly for mounting the front wheel, said front fork assembly being fixedly connected to the lower end of said tube member, and

means for turning the tube member relative to said head tube.

12. (Previously Presented) The scooter of claim 11 wherein said rider deck comprises

two substantially parallel tube members, said parallel tube members extending generally horizontally and forming a continuation of a respective rear fork member, each said parallel tube member having a respective forward end fixedly attached to said down tube, and each said parallel tube member being formed of metal stock of square cross-section, and

a metal plate welded across the top of the two said parallel tube members.

13. (Previously Presented) The scooter of claim 12, further comprising:

means for reinforcing the frame, said means for reinforcing comprising:

an upper plate fixedly connecting the head tube to the down tube, said upper plate being proximate to the upper ends of the respective head and down tubes,

a lower plate fixedly connecting the lower end of the down tube to the forward end of the rider deck, and

a cross-plate fixedly connecting the rear fork members together wherein to maintain each in parallel relation with one another.

14. (Currently Amended) A manually powered scooter for transportation of and operation by tall and heavy operators, said scooter comprising

a front wheel assembly, said rear wheel assembly including a front fork, a front wheel, and an axle for mounting the wheel to the fork,

a rear wheel assembly, said rear wheel assembly including a rear fork, a rear wheel, and an axle for mounting the rear wheel to the rear fork assembly,

a rider deck, said rider deck extending between said wheel assemblies and having a forward end and a rearward end, respectively, adjacent to the front and rear wheel assembly,

first means for fixedly connecting the rear fork to the rearward end of the rider deck in a manner that the rear wheel may rotate but not turn relative to the deck, the rear fork projecting upwardly and rearwardly from and forming an angle of approximately 145° with the rider deck to position the rear wheel well behind of the rider deck, and

second means for fixedly connecting the front fork to the forward end of the rider deck in a manner that the front wheel may rotate and be turned relative to the rider deck and the scooter steered, said second means including a down tube having an upper and lower end, respectively, fixedly attached to a hollow head tube and to said rider deck, and means for steering the front wheel to change direction of the scooter, said down tube projecting upwardly and forwardly from the rider deck and forming an angle of approximately 110° with said rider deck, said head tube extending forwardly and downwardly and forming an angle of approximately 40° with the down tube, and said means for steering including a T-shaped handle bar journaled for rotation in said hollow head tube, said second means operating to place the upper end of the head tube well in front of the rider deck and allow for the steerable front wheel to be safely operated in turns at higher speeds of travel by reducing the tilt angle of the front wheel during turning and

maintaining a near-vertical position of the front wheel with respect to the ground and inhibit the propulsion leg of the rider coming into contact with the turned front wheel.

wherein the wheels are about 20 inches diameter, the wheel axles are about 10 inches above the ground, and the rider deck is spaced between 4 ½ to 5 ½ inches above the ground.

15. (Currently Amended) The scooter of claim 14, further wherein said rider deck is comprised of two substantially parallel tube members, the parallel tube members being generally coextensive and having forward and rearward ends, respectively, fixedly attached to the lower end of said down tube and to the lower end of said rear fork.

16. (Currently Amended) The scooter of claim 15, further wherein said means for steering includes brake means for stopping the forward movement of the scooter, said brake means comprising a brake pad, said brake pad positioned beneath said rear fork member for engagement with the rear wheel of said rear wheel assembly, and actuating means for moving said brake pad from respective positions wherein said brake pad is engaged and disengaged with said rear wheel, said actuating means including a hand squeezable control disposed on said T-shaped handle bar, and an actuator cable, said actuator cable extending from operable relation with said brake pad, under and along the rear fork assembly, under the rider deck, up the down tube, and into operable relation with said squeezable control.

17. Canceled.

18. (Currently Amended) The scooter of claim 14 wherein the ratio of the scooter length, from axle to axle, to the wheel diameter, is about 4:1 to 5:1 ratio.

19. (Previously Presented) The scooter of claim 14 wherein the ratio of the scooter length from axle to axle to the wheel diameter is about 4.8.